have not drafted any scheme to provide telephones, Doordarshan or Television Channels in trains. However, on few Rajdhani and Shatabdi Express trains, telephone services have been provided either through Cellular Service Providers or through Satellite phones.

Target for Bogibeel Bridge Construction

1817. DR. ARUN KUMAR SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) progress made on acquisition of land towards construction of approach road for Bogibeel Bridge construction, allocation and target set for implementation during 2003-2004 including start of the actual construction;

(b) source of fund finalized towards construction of Bogibeel Bridge; and

(c) the target set to complete the construction and making Rangia Division fully functional with projected development plan including those modernizations of Rangia Junction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Approximately 11.19 hectares of patta land required for Rail line on South Bank has been acquired and handed over by the State Govt. of Assam. For balance land, acquisition proceedings are under process. During the year 2003-2004, an outlay of Rs. 60 cr. has been proposed for the work. The construction activities have commeced from April 2002 and are likely to be completed in a period of six years subject to availability of resources.

(b) The work is being executed through budgetary support.

(c) Rangia Division will be functional w.e.f. 01.04.2003. The work of setting up of new Division is targetted for completion by 31.12.2004.

Loss to Jan Shatabdi Trains

1818. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Jan Shatabdi trains are running for below capacity and at a heavy losses;

(b) if so, the reasons therefor;

(c) the losses incurred by trains, train-wise on each trip;

(d) whether Government propose to cancel these trains; and

(e) the corrective measures taken/proposed to be taken to cover up the losses and improve the services and capacity utilization in these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Profitability of individual trains are not maintained on Indian Railways.

(d) and (e) 2071/2072 Tatanagar-Ranchi Jan Shatabdi Express has been replaced by MEMU services w.e.f. 10th February, 2003. In order to improve the capacity utilization and make the Jan Shatabdi trains more popular, it has been proposed in the Railway Budget 2003-04 as under:—

(i) To reduce the basic fare from the existing mark up of 10% to 5% over the fares of corresponding class of Super fast Mail/Express trains.

(ii) The catering services shall be made optional on these trains.

Signalling System During Fog

1819. DR. ABRAR AHMED:
SHRI RAJEEV SHUKLA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the existing railway signalling system has severe limitations during foggy weather; and

(b) if so, the steps proposed to be taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) Even though existing signalling system has limitations during foggy weather, instructions exist for train passing staff for steps to be taken during foggy weather to run the trains safety. Installation of modern signalling systems, like cab signalling, can help in movement of trains in